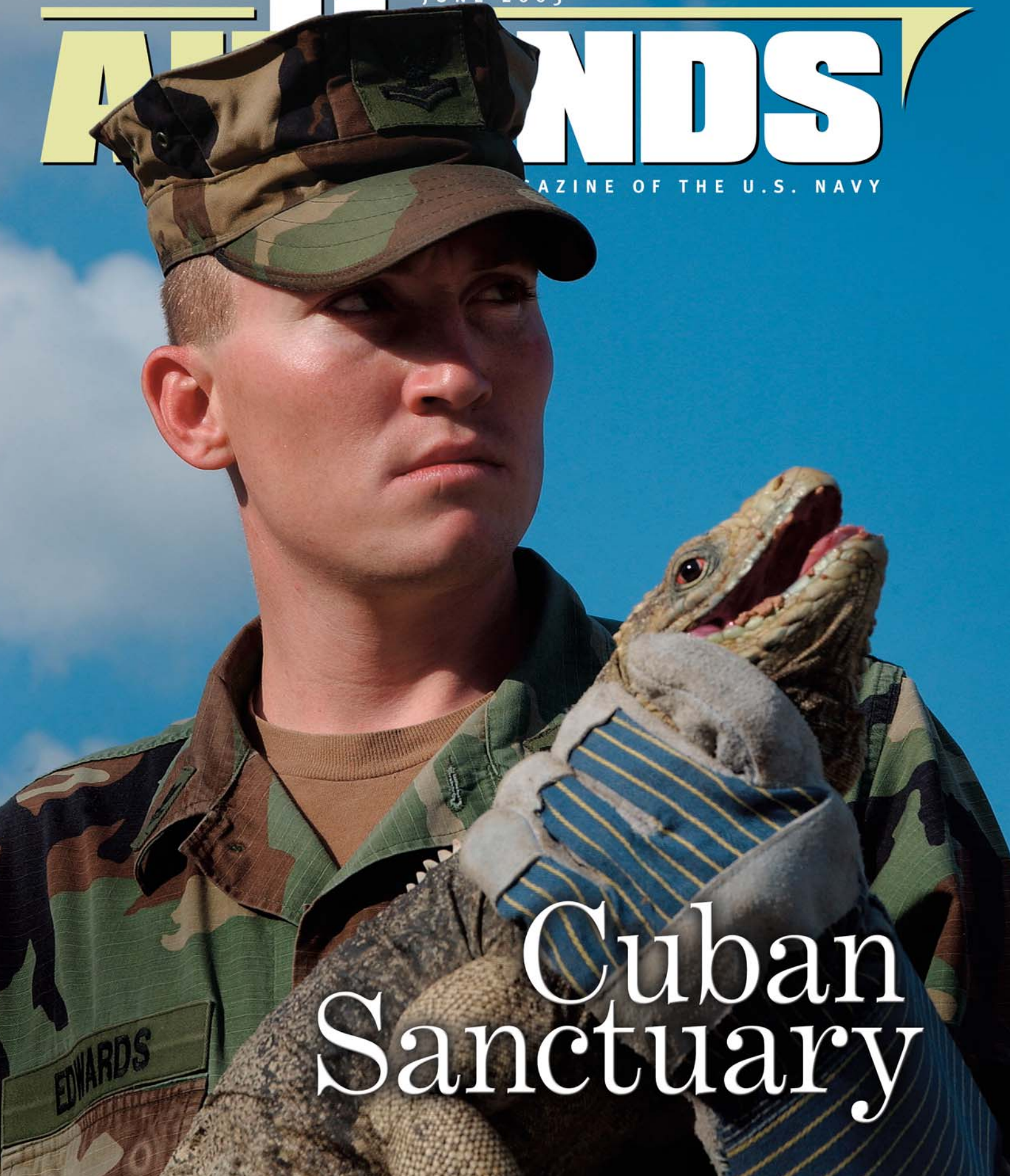


EARNING THE YELLOW SHIRT

JUNE 2005

AMPHIBIOUS

MAGAZINE OF THE U.S. NAVY



Cuban Sanctuary





[Number 1058]

ALL HANDS

22 Earning Yellow

Injury or death is only a moment's inattention away when you work on the flight deck of an aircraft carrier. Choreographing this dance with danger are the flight deck's masters of this supercharged environment – the “yellow shirts.”

Photo by PH3 Todd Frantom

[On the Front Cover]

AO2 Noland Edwards handles a Cuban iguana in an attempt to control the animal's behavior when approached by people who try to feed it. Edwards is a base game warden for Guantanamo Bay, Cuba, where he operates an effective game and wildlife resource enforcement program.

Photo by PH3 Todd Frantom

[Next Month]

All Hands heads into Iraq, to find LT Marc Diconti, a Navy chaplain and RP2 James Morales, who provide the spiritual guidance for the men of the 2/5 Marines at Camp Ramadi, Hurricane Point and Snake Pit.

[Departments]

Around the Fleet — 8

Focus on Service — 38

The Final Word — 40

June

[Features]

14 Cuban Sanctuary

Ninety miles off the coast of Florida, an enclosed society resides on America's oldest overseas base – Naval Station Guantanamo Bay, Cuba, also known as “Gitmo.” Surrounded by barbed wire, the forced seclusion has created a fragile balance of life, in limbo between two adversarial nations. The U.S. Navy is at the forefront of preserving and protecting this remote enclave of Cuba's environment.



Photo by PH3 Todd Frantom

30 Fixing the Fleet

Ships in the Mid-Atlantic region do not have to go far to find their favorite mechanics. They place their trust with the Sailors at the Mid-Atlantic Regional Maintenance Center (MARMC), formerly the Shore Intermediate Maintenance Activity (SIMA), in Norfolk. MARMC Sailors provide global support to the fleet, perform thousands of jobs and save the Navy millions of dollars in the process.



photo by JO1 (SW) Hendrick L. Dickson

An aviation ordnanceman, assigned to the Weapons Department aboard USS *Dwight D. Eisenhower* (CVN 69), cleans the cover of an ammunition storage box on a catwalk.

Photo by PHAN Christopher B. Long



Speaking with Sailors

Master Chief Petty Officer of the Navy
MCPON (SS/AW) Terry D. Scott

This question is from a discussion with Sailors during a recent visit to Guantanamo Bay, Cuba.

Q: What resources are available for Sailors currently in the process of transferring to a new command?

A: One of our many benefits of being in the Navy is having the opportunity to continue to work for the same employer while moving to new and interesting places all over the world. But it's also understandable to be apprehensive about an upcoming transfer when it's something we do only once every few years. At times it can be a stressful period for you and your family, but there are many resources available to make your transition easier.

The process of gathering information on your new command begins as soon as you start looking for available billets on the Job Advertising and Selection System (JASS) at <https://www.jass.navy.mil>. If a command's website is available there, you will be able to click on their UIC to link to their site.

Upon receipt of your orders, it's important to read every page to find helpful resources for locating and applying for housing, setting up your household goods shipment and tips on relocation.

If you're transferring from sea or shore, your command's sponsorship coordinator will be able to help you get in touch with someone at your next command to act as your sponsor. Your sponsor is someone you can contact for apartment/home rental information and to act as a resource to answer any questions you may have about the local area to which you are moving. A sponsor is always important, but one is imperative if you're transferring to an overseas duty station. To help Sailors transferring from "A" school, the Reverse Sponsorship Program continues to build and

Speaking with Sailors is a column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.



help our newest members of the fleet get in contact with their gaining command.

There are also many online resources available to assist you with your relocation.

As soon as you know the location of your next duty station, you should visit the DOD SITES website (<http://www.dmdc.osd.mil/sites/>). Once you log in, you'll find information on planning your Permanent Change of Station (PCS) move, as well as a printable booklet providing you with check-in procedures, base regulations and an overview of the base activities and local culture.

Your base Fleet and Family Support Center will be able to help provide you with helpful information on transferring to a new command. For those who don't have immediate access to an FFSC, Military One Source (<http://www.militaryonesource.com>) is a great place to go for help with the many issues a local FFSC would provide. One Source also offers a 24/7 helpline.

Navy Personnel Command's website (<http://www.npc.navy.mil>) has relocation assistance information as well, with links to stateside and overseas locations to assist with learning about different commands on base, area schools, housing and TRICARE information.

Don't forget to ask your chief or a shipmate who has recently transferred—they are two of the most likely people to have the experience or firsthand knowledge to help you prepare.

A transfer is much easier when you are organized, know what to expect, and plan for any possible changes along the way. By using your available resources, you should be able to help ensure yourself and your family a successful PCS. ■

Additional online resources:

<http://www.lifelines.navy.mil>

<http://www.smartwebmove.navsup.navy.mil>

<http://www.tricare.osd.mil>

<http://www.housing.navy.mil>

<http://www.militarymovingcenter.com/>

<http://www.navy-lodge.com>

All Hands

Number 1058 • June 2005
www.navy.mil

Secretary of the Navy
The Honorable
Gordon R. England

Chief of Naval Operations
ADM Vern Clark

Chief of Information
RADM T. L. McCreary

Commander, Naval Media Center
CAPT Gordon J. Hume

Chief of Publishing
CDR Ed Austin

Deputy Chief of Publishing
+ Print Media Coordinator
LT Bill Couch

EDITORIAL

Editor
Marie G. Johnston

Managing Editor
PHCS (AW/SW) Joseph E. Dorey

Assistant Editor
Stephanie N. Collins

Photo Editors
PH1 (AW) Shane T. McCoy
PH3 Todd Frantom

Editorial Staff
JO1 (SW) Monica Darby
JO1 (SW) Hendrick Dickson
JO1 Charles L. Ludwig
JO1 (SCW/SS) James Pinsky
JO2 Kimberly Rodgers

EDITORIAL & WEB DESIGN

R + B Design Firm

Graphic Designers
Laura Muncy
Kevin Richards

Digital Prepress Specialist
Lisa J. Smith

PRINTING

Universal Printing Company

GPO Printing Specialist
John Kennedy

All Hands

Recipient of the following
Awards of Magazine Excellence
for 2000-2004:



What are you building your nest egg with?



Beginning July 1, 2005, you can make changes to your Thrift Savings Plan anytime. For more information visit www.tsp.gov.

New Campaign Medals Recognize Iraq, Afghanistan Service

DOD announced the Afghanistan Campaign Medal and Iraq Campaign Medal for military members who directly supported Operation *Enduring Freedom* between Oct. 24, 2001, and a date to be determined in the future, or Operation *Iraqi Freedom* between March 19, 2003, and some future date.

The new campaign medals were established by presidential order for service members who have been assigned, attached or mobilized to units operating in these areas, officials said.

Until now, service members deployed to Afghanistan and Iraq during the designated timeframes were awarded the Global War on Terrorism Expeditionary Medal.

"By awarding separate medals, we will recognize the specific contribution that our servicemen and women have made in Afghanistan and Iraq," said Bill Carr, deputy undersecretary of defense for military personnel policy. "It's appropriate that we present them with an award that truly honors their heroic service in these operations."

Service members with the Global War on Terrorism Expeditionary Medal remain qualified for it, but officials said they may apply for the appropriate new campaign medal, as well.

Military personnel may receive both of the new campaign medals if they meet the requirement for both awards. However, officials said the qualifying period of service for one award can't be used to justify eligibility for the other. Just one award of each of the new medals is authorized, as no service stars are prescribed.

No service member is entitled to wear all three medals for the

same act, achievement or period of service.

The area of eligibility for the Afghanistan Campaign Medal includes all the country's land and air spaces. The Iraq Campaign Medal applies for service in Iraq, its waters out to 12 nautical miles, and the airspace over Iraq and its 12-mile water area.

To qualify for the awards, service members must have served in the appropriate region for 30 consecutive days or 60 non-consecutive days, officials said.

Service members also qualify for the medals if they have been engaged in combat during an armed engagement, regardless of the time spent in the area of eligibility, or were wounded or injured and required medical evacuation from the area of eligibility while participating in an operation or on official duties.

Regularly assigned air crew members flying sorties into, out of, within, or over the area of eligibility in direct support of military operations also qualify, with each day of operations counting as one day of eligibility.

On the uniform, the Afghanistan Campaign Medal will be positioned below the Kosovo Campaign Medal and above the Iraq Campaign Medal. The Iraq Campaign Medal will be positioned below the Afghanistan Campaign Medal and above the

Global War on Terrorism Expeditionary Medal.

Each military department will serve as the awarding authority for the new campaign medals and issue regulations for processing, awarding and wearing them, officials said. ■

Story courtesy of American Forces Press Service.

Sailors Warned Against Electronic Fraud

The Navy Legal Service Office, Europe and Southwest Asia, is reminding Sailors of the dangers of identity theft.

Mail fraud and e-mail fraud are two forms of identity theft that service members can easily protect themselves against.

"E-mail fraud and mail fraud are mechanisms or ways by which one obtains the information to commit identity theft," explained LCDR Jon Peppetti, civil law department head of the Navy Legal Service Office, Europe and Southwest Asia. "Identity theft is the stealing of one's personal information to obtain goods and services. In simplest terms, it is another person assuming your identity."

The two most common types



Afghanistan Campaign Medal (top), Iraq Campaign Medal (bottom)

Photo by PHAN Paul H. Lavery Jr.

of E-mail scams involve either a fictitious lottery (where the target is asked to provide financial information to collect the prize), or the "Nigerian e-mail scam." The premise of this fraud is the death of a wealthy person, often in Africa.

"Usually, they claim that the person died and is worth several million dollars, but there is no way the money can be cleared into regular bank accounts without using your bank account," said LCDR Jennifer Blazewick, assistant force judge advocate of Commander, U.S. Naval Forces Europe/Commander, U.S. 6th Fleet. "That's how they get your bank account number, and then they go into your bank account to steal."

"Phishing" is another new form of electronic theft. It does not involve e-mail, but Sailors should still be aware of it, Blazewick and Peppetti stressed.

"Phishing" is really high-tech, and it is done a lot through pop-ups," Blazewick said. "When you go to your regular bank account Web site, [sometimes] a pop-up will come up, and it looks like it is from your bank; it looks very official. It will ask for personal information, such as your mother's maiden name, or your bank account number, to 'verify' your account information. The perpetrators have gotten very good at disguising their pop-ups, so they look like they are part of the real Web site."

Any unsolicited mail or e-mail that asks for personal or financial information should be considered suspicious, Blazewick said.

"You really shouldn't be putting over personal information over the Internet—anything that asks for your social security number, your credit card number, your bank account number, your mother's maiden name, and other personal information like that," Blazewick said.

"The most important thing you can do to prevent identity theft is to order a copy of your credit report at least once a year," she added. "Make sure all the addresses on there match. Frequently, identity thieves will open up separate credit card accounts, and then have your bills mailed to a separate address, and you'll never know about it until you try to make a major purchase, like a car or a house, and you find out that your credit is wrecked."

Peppetti also offered a few tips.

"If you are the victim of identity theft, contact the fraud departments of the three major credit bureaus and request that a fraud alert be placed in your file," he advised. "Order copies of your credit report and review them thoroughly, File a report with your local police, or the police in the community where the identity theft took place, and be persistent. You can also contact the creditors themselves and find out if any accounts have been tampered with or opened fraudulently. Close out those accounts and reopen them with new PIN numbers."

Peppetti added that the best

Yeoman 1st Class (SS)

Joseph A. Jones was selected as the 2004 Sailor of the Year for Commander, Submarine Group 9, at Naval Base Kitsap Silverdale, Wash. Jones is the administration office leading petty officer, command recreation committee president, command career counselor and command fitness leader. In his off-duty time, he volunteers as a youth mentor, and teaches Sunday School.



way to avoid becoming a victim of mail and email fraud is simply by not responding to suspicious inquiries—delete them or throw them away.

The three major credit reporting bureaus may be accessed through their Web sites at www.equifax.com, www.experian.com and www.transunion.com.

To find out more about identity theft, visit the Federal Trade Commission's "ID Theft Home" at www.consumer.gov/idtheft/. ■

Story by JO1 Eric Brown, a journalist assigned to the public affairs office, Commander, U.S. Naval Forces Europe/Commander, U.S. 6th Fleet.

Changes to Thrift Savings Plan Help Sailors Build Wealth Faster

Starting July 1, Sailors can enroll in the Thrift Savings Plan (TSP) or make changes to their contribution elections without having to wait for an open enrollment season.

Public Law 108-469, signed into law Dec. 21, 2004, eliminates TSP's open seasons and the restrictions on contribution elections, which are currently tied to open seasons.

"With the elimination of 'open seasons,' the TSP is more flexible for Sailors," said Tony

continued on page 9

Ricky's Tour

By JO1 Mike Jones

www.rickystour.com



Around the Fleet



▲ An Indonesian patient receives a Computed Axial Tomography (CAT) scan aboard the hospital ship USNS *Mercy* (T-AH 19).

Photo by PH3 Rebecca J. Moat



◀ The pilot of an F/A-18A+ *Hornet*, assigned to Marine Fighter Attack Squadron (VMFA) 115, checks his speed break prior to launch aboard USS *Harry S. Truman* (CVN 75).

Photo by PHAN Ricardo J. Reyes

► PN1 Drew Breeden, assigned to the rescue and salvage ship USS *Salvor* (ARS 52), his wife and two sons, watch a tape of Breeden playing the “Wheel of Fortune” game show. Breeden was a contestant and winner on the television show March 2, 2005, winning more than \$27,000 cash, a 10-day trip to Belize and a \$1,000 gift certificate.

Photo by JO3 Ryan C. McGinley



▲ AM2 Keith Killian repairs a wing tip position light on an F/A-18F *Super Hornet*, assigned to Strike Fighter Squadron (VFA) 102, aboard USS *Kitty Hawk* (CV 63).

Photo by PH3 Jonathan Chandler

continued from page 7

Burtley, Military Career Readiness PFM specialist, Commander, Navy Installations (CNI), Millington Det. “They don’t have to wait to sign-up, and they can start saving right away.”

As of April 15, TSP participants could file contribution elections at any time. Through June 30, these elections will be processed under the current rules. Starting July 1, contribution elections will be processed under the new rules, which means that contribution elections will be processed the first full pay period after they are filed.

“TSP is a great way to build wealth and start securing your financial future,” continued Burtley, “and given the advantages of compound interest, this is the perfect time to start planning for retirement.”

In 2005, TSP offers participants the freedom to contribute up to 10 percent of their base pay and all special pay and bonuses, up to a maximum of \$14,000. Combat-zone participants are allowed a higher contribution dollar limit, up to \$40,000 a year. All contributions are tax-deferred until withdrawal, and TSP is available with several flexible withdrawal options.

Initial enrollment can be completed online at <https://mypay.dfas.mil/mypay.aspx> or by completing a TSP Election Form (TSP-U-1) submitted to the local Personnel Support Detachment.

For more information on TSP, contact a Fleet and Family Support Program personal financial management specialist, command financial specialist, or visit the TSP Web site at www.tsp.gov.

Additional information is available from Navy One Source at www.navyonesource.com or by calling 1-800-540-4123. ■

Story courtesy of Fleet and Family Support Program Marketing, Commander, Navy Installations, Millington Det.

High-Year Tenure (HYT) Change to Improve Advancement

To encourage competition, increase advancement opportunity and motivate Sailors to convert to ratings with greater advancement potential, the Navy has changed the E-5 HYT policy from 20 to 14 years of service.

This new policy goes into effect July 1, 2005, for active-duty Sailors, and Full-Time Support and Naval Reserves serving on active duty for at least two years. Selected Reserve HYT is not affected by this change.

The plan will be phased in during four years, allowing Sailors eight advancement cycles to reach E-6. Sailors with 10 or more years of service as of July 1 will be grandfathered, allowing them to remain on active duty to reach retirement eligibility.

“The grandfathering of these Sailors recognizes the commitment to a Navy career by those who have already served half their careers under the present system,” said VADM Gerry Hoewing, Chief of Naval Personnel. “We are providing opportunity for Sailors to advance in the next eight cycles, as well as encouraging conversions from crowded fields to ratings that provide greater advancement opportunity.”

Advancement opportunity to E-4, E-5 and E-6 is expected to increase with the change. It is expected that the time it takes to reach E-6 will drop by six months once the change is fully implemented. At present, it is at 9.8 years.

“Our smaller active force mandates reduced HYT as a tool to properly manage quality and increase competitiveness, reinforce promotion flow-points, and improve advancement opportunity for E-4, E-5 and E-6,” added

continued on page 11

To be considered for the “Around the Fleet” section, forward your **high resolution (5” x 7” at 300 dpi) images** with full credit and outline information, including **full name, rank and duty station** to:

navyvisualnews@navy.mil

Mail your submissions to:
Navy Visual News Service
1200 Navy Pentagon, Rm. 4B514
Washington, D.C. 20350-1200

Click on the **Navy’s** home page, www.navy.mil, for fresh images of your shipmates in action.

Around the Fleet

▼ BM3 Marcus Allen performs flag folding honors for a funeral service held at the Calverton National Cemetery, Long Island, N.Y.

Photo by PH1 Matthew J. Thomas.



▼ A member of Explosive Ordnance Disposal Mobile Unit (EODMU) 6 is hoisted down to perform a Combat Search and Rescue (CSAR) exercise from a UH-3H *Sea King* helicopter, assigned to Helicopter Combat Support Squadron (HC) 2.

Photo by PH2 Michael Sandberg



◀ Jack Hanna, host of "Jack Hanna's Animal Adventure," reenlists CS2 Richard Youhan with "Seamore," the sea lion. Youhan and the crew took part in the opening ceremony for Sea World San Diego's new submarine-themed otter and sea lion adventure show, "Clyde and Seamore in Deep, Deep Trouble".

Photo by PH3 Jo A. Wilbourn Sims



▲ An aviation warfare systems operator, assigned to Helicopter Anti-Submarine Squadron (HS) 7, watches from the cabin door of an SH-60F *Seahawk* as the helicopter approaches USS *Harry S. Truman's* (CVN 75) flight deck.

Photo by PHAN Kristopher Wilson

continued from page 9

Hoewing, "Quality and competitiveness will receive additional emphasis and further ensure enlisted communities maintain healthy career progression."

The Navy estimates approximately 1,520 E-5 Sailors will be affected by the HYT change after the transition period ends. A decrease of about 600 fewer retirements is expected once the new policy is fully implemented in FY09.

While waivers to HYT dates may be requested via the chain of command to Navy Personnel Command, they are rarely granted and only if justified by mission readiness requirement.

For more information on the HYT adjustment see NAVADMIN 056/05 available soon on the Web at www.persnet.navy.mil/navadmin/navado5.html. Complete information on the Navy's HYT policy is contained in Military Personnel Manual (MILPERMAN) 1160-120. ■

Story by Sharon Anderson, of the public affairs office, Chief of Naval Personnel.

unnecessary or duplicated processes and create a more efficient Navy; there is no reason to have these designations."

Reserve commissioned officers currently on the active-duty list will transition to regular officer status no later than May 1, 2006, as long as they meet the necessary requirements set forth in Officer Appointments, Law 10 U.S.C. § 532. The officers' rights and obligations under their original contract remain unchanged, and their oath of office remains in effect.

This change in law will also eliminate the need for future augmentation selection boards. Redesignation boards for officers seeking to change competitive categories will continue to be held.

For more information, see NAVADMIN 041/05 available on the Web at www.npc.navy.mil/ReferenceLibrary/Messages/NAVADMINs/MessageDetails/041_05.htm. ■

Story by LT Kyle Raines, of the public affairs office, Chief of Naval Personnel.

All Officers Commissioned Regular Navy

All officers commissioned to the active-duty list in the Navy will be given regular appointments regardless of commissioning source beginning May 1, 2005; this change is directed for all services by the National Defense Authorization Act of 2005.

"This furthers the Navy's efforts to create one aligned and integrated force for the 21st century under our Human Capital Strategy," said VADM Gerry Hoewing, Chief of Naval Personnel. "We are seeking ways to reduce barriers, eliminate

New Program Offers Subsidized Child Care to Guard, Reserve

OD has joined forces with national agencies to help Guard and Reserve families find and afford child care while Mom or Dad is deployed in support of the global war on terrorism.

"Child care is one of the top [concerns] voiced by families, as well as by commands on what's needed," said Jan Witte, director of the Pentagon's Office of Children and Youth. Her office monitors the new program, dubbed Operation Military Child Care (OMCC).

continued on page 13

Around the Fleet

► After a full day of jungle warfare training exercises, LT Geoffrey Townsend starts a fire for his fellow Sailors assigned to Explosive Ordnance Disposal Mobile Unit (EODMU) 5, Okinawa, Japan.

Photo by PH3 Bo Flannigan



► Navy Seabees assigned to Naval Mobile Construction Battalion (NMCB) 24, participate in a live-fire range exercise prior to deploying to Iraq.

Photo by PH1 James Finnigan



▼ Members of Naval Reserve Center Bronx's color guard march up Fifth Avenue in New York City, during the 244th Annual St. Patrick's Day parade, followed by crew members of the Irish Navy's offshore patrol vessel *L.E. Roisin* (P 51).

Photo by JOC John Harrington



▲ PH3 Lilliana La Vende, right, leads a group of Sailors back into the hangar bay after completing the 9mm pistol portion of a live-fire, small arms qualification aboard USS *Harry S. Truman* (CVN 75).

Photo by PHAN Kristopher Wilson

▼ June 1945



Destroyers and submarines of the Reserve Fleet are berthed at Philadelphia after World War II.

Photo courtesy of The Navy Historical Center

continued from page 11

DOD, in partnership with the National Association of Child Care Resource and Referral Agencies (NACCRRA), which administers the program, designed this initiative to benefit those who do not live near military installations, Witte said.

“We have a contract with NACCRRA to assist us in finding spaces outside the military community for those Guard and Reserve [members] who are deployed and active duty [people] who are not near a military installation,” Witte said. “We also hope to assist in reducing the out-of-pocket expense to the service member.”

According to Witte, when a parent is deployed, the remaining parent may discover that child care is something the couple hadn’t had to think of before. And need is not the only consideration. The extra expense can be shocking.

While OMCC doesn’t fully subsidize child care, it does work to reduce the financial burden, Witte said. The fees are based on a sliding scale that takes into consideration total family income and the care provider’s actual cost, among other things.

To take part in the program, a family member would apply through NACCRRA via a special Web site or by a toll-free call to (800) 424-2246. The child-care provider also must apply—an important step because of how the subsidy, which comes through the Children and Youth office, is paid out, Witte noted.

“The subsidy goes to the program, not to the individual,” she said.

The program officially kicked off March 3, but has been operational as a pilot program since late November 2004, Witte said. About 40 families have gone through the application process.

“We feel like this is one area to provide assistance for the total

force,” she said. “We had not been doing much prior to this time for the Guard and Reserve as far as child care and school-age programs have gone.” She said the new program could get about 5,000 Guard and Reserve service members’ children into child care.

But that number could fluctuate if there is a change in the funding, she pointed out, which comes in the form of supplemental funding through Congress. Congress has funded the program for \$7 million, Witte said, though officials hope to expand the program in the future to try and accommodate some of the 38,000 children of active-duty service members in need of child care.

NACCRRA also supports the Guard and Reserve through a program called Operation Child Care (OCC). OCC is a voluntary NACCRRA program that provides up to six hours of free child care to Guard and Reserve families whose deployed service member is returning home for rest and recuperation.

For more information on Operation Military Child Care, visit www.naccrra.org/MilitaryPrograms/index.php?program=omcc.

To apply for Operation Military Child Care, visit www.child-careaware.org/en/.

For more information on the National Association of Child Care Resource and Referral Agencies, visit www.naccrra.org. ■

Story by Samantha L. Quigley, of the American Forces Press Service.

A man with a beard and dreadlocks, wearing a grey long-sleeved shirt, sits on a concrete pier looking out at the ocean. Two fishing rods are propped up on the pier in front of him. The water is a deep blue, and the sky is a mix of orange and blue from the setting or rising sun. In the distance, there are hills and a small town. To the right, a wooden pier structure extends into the water.

Cuban Sanctuary

Story and photos by PH3 Todd Frantom

▲ **Anthony Mynie, a contracted builder** from Jamaica, spends leisure time after work fishing on the banks of Guantanamo Bay. “I catch lots of fish, ‘mon’—it keeps my mind occupied,” said Mynie.

Ninety miles off the coast of Florida, an enclosed society resides on America's oldest overseas base—Naval Station Guantanamo Bay, Cuba, also known as “Gitmo.” Surrounded by barbed wire, the forced seclusion has created a fragile balance of life, in limbo between two adversarial nations.

The U.S. Navy is at the forefront of preserving and protecting this remote enclave of Cuba's environment.

“The still-standing virgin forest has become the last safe place for several plant and animal species on the island,” said Paul Schoenfield, head biologist for Gitmo. “This includes numerous marine animals and sea life.”

This wasn't the case 30 years ago, when the forests of Cuba were home to more than 80 rare and endangered plant and animal species. But Cuban citizens, hard pressed by economic crisis, cleared much of the island's forest for fuel, and hunted to near extinction several indigenous species to supplement their food supply, thus rendering the Navy base a de facto nature preserve.

“Gitmo holds the richest vegetation of its kind in all the West Indies,” according to Dr. Alberto Arcas, chief botanist of the National Museum for Natural History in Havana, Cuba. “Because the U.S. Navy has never used the entire 35 square miles of land in the bay area, the base has preserved sections of pristine vegetation.”

► **Miles of metal fencing** separate the base from Cuban territory. The fence also encloses the pristine natural island habitat now found only on the base.



◀ **Once a sight of freedom** for escaping refugees, this old lighthouse is now a museum in remembrance of the struggles between the U.S. and Cuban governments.

▲ **MASN David Dougherty** and MA2 Shance McGuffey spend countless hours patrolling the bay and enforcing laws that protect the delicate resources of Gitmo.



Like any nature preserve, effective game and wildlife resource enforcement is a must. Therefore, Naval Security Forces (NSF) Cuba personnel serve as base game wardens.

“My job out here is to enforce laws that are directly linked to vegetation and wildlife,” said a Base Game Warden, Aviation Ordnanceman 2nd Class Noland Edwards.

On land and in the water, ecological policy plays a key role in maintaining the fragile reserve of the base. The main way the Navy conserves Gitmo’s environment is by leaving the land alone, allowing vegetation and wildlife an opportunity to flourish.

“There are certain areas of the base that are strictly off limits to people. [This] allows the local plants and animals to thrive,” said Edwards. “The animals here are unusually large and abundant because of the protected woodlands, as well as the policies that we have in place to protect the species on the base,” said Edwards.

“For example, the rock iguana, protected here from predation ... grows to a length of five feet on the coast of the

bay,” said Edwards, “which is much larger than the average Cuban iguana that is constantly hunted outside of the base.”

The most visible animal on the base is the hutia, known as the “banana rat” by residents here. Outside the confines of the base, they have been ruthlessly hunted. At least seven of the 10 known species in Cuba are in danger of extinction, but not on Gitmo. In fact, controlling the overpopulation of this rodent is the main question for this species.

“We have population management in place [so] traps are set in areas of concern to capture the animals,” said Edwards.

The management practices of the Navy are not only focused on the wildlife, but also on all natural resources present, including the marine ecosystem within the base perimeter.

Twenty-three of Gitmo’s 71 square miles are water and populated by crustacea, coral and thousands of species of tropical fish. To protect this fragile ecosystem, Navy patrols spend countless hours watching over all activity on and in the water.

“I drive a boat all over the bay, enforcing laws that protect and preserve marine life,” said Edwards. “Whether it’s making sure a fisherman is within his limits, or cleaning a



▲ **A Cuban Iguana** may appear ferocious, but these animals are actually harmless creatures that play a vital role in the island’s eco-system. For many of the creatures living at Guantanamo Bay, the base represents the last safe haven of natural habitat.



▲ **Although often referred to** as the “banana rat,” the correct name for this large-bodied rodent is the Hutia. At least seven of the 10 known species in Cuba are in serious danger of extinction, however, the species found at Gitmo flourish in this natural sanctuary.

► **Fire Chief Eric Tucker** enjoys sailing the boats provided at the MWR marina. Anyone with the proper license can choose from a variety of sailing vessels for a relaxing time on the water.

▼ **Four large windmills** now adorn the Gitmo skyline while providing 30 percent of all electric power on the base.



beach of debris, I get a huge sense of gratification out of what I am doing here. Everyone I run into seems to appreciate and respect the laws governing the wildlife and the environment.”

Conservation and respect for ecology are a huge part of military life on Gitmo. Residents feel the close interaction between Sailors and nature yields a sustainable and

rewarding relationship for both. The preservation of natural resources offers Sailors stationed here outdoor recreation unlike any other naval base in the world.

With Guantanamo’s tropical surroundings, water sports are the main form of recreation for Sailors. The reefs in and around the bay are known to be some of the best waters for diving in the world.

▼ **Snorkeling is a popular pastime at Gitmo.** The bay’s waters are populated with thousands of species of tropical fish and are considered to be some of the best dive waters in the world.



▲ **Residents of Gitmo** have an opportunity to learn to scuba dive. Sailors can enjoy the island’s underwater world by taking a PADI (Professional Association of Diving Instructors) Open Water Diver course to become dive certified.

“I’ve been scuba diving all over and I must say, the diving here is unbeatable,” said Master-at-Arms 2nd Class Shance McGuffey, harbor patrol. “It’s like having your own personal reef in your back yard.”

“No matter where you go, the reefs are untouched and free of human debris. Tropical fish are simply everywhere,” he added. “It’s gratifying to know that my job

during the day plays a direct part in my ability to enjoy the water when I leave work.”

The future preservation of Gitmo looks promising. To reduce impact on all life residing within the confines of the base, a first-of-its-kind energy producer has been implemented on the base—four large windmills. Not only are the large propellers energy efficient, providing 30 percent of all

energy on the base, but there are no waste emissions to contaminate the air or sea.

The Navy’s commitment to environmental stewardship aboard Naval Station Guantanamo Bay provides a safe haven for vegetation, wildlife and marine life, and for Sailors stationed there, as well.

“I know my family is in a safe environment,” said McGuffey. “I don’t know of a

safer and more enjoyable place for my family than on this base.” ■

Frantom is a photojournalist assigned to
All Hands.

▼ **The beautiful Guantanamo Bay** is situated in the belt of the Carribean trade winds, and is home to many endangered species of vegetation and wildlife.



▼ **A Yellow Shirt stands amidst clouds** of steam while he directs an S-3B *Viking* onto a catapult for launch. Steam is used to thrust an aircraft off the flight deck, allowing planes to reach more than 120 miles per hour in less than three seconds.



Story and photos by PH3 Todd Frantom

A

green shirt
catapult operator
approaches a
screaming EA-6B
Prowler positioned at

full power on a catapult, when, like dust to a vacuum, the Sailor is sucked into one of the aircraft's large jet intakes.

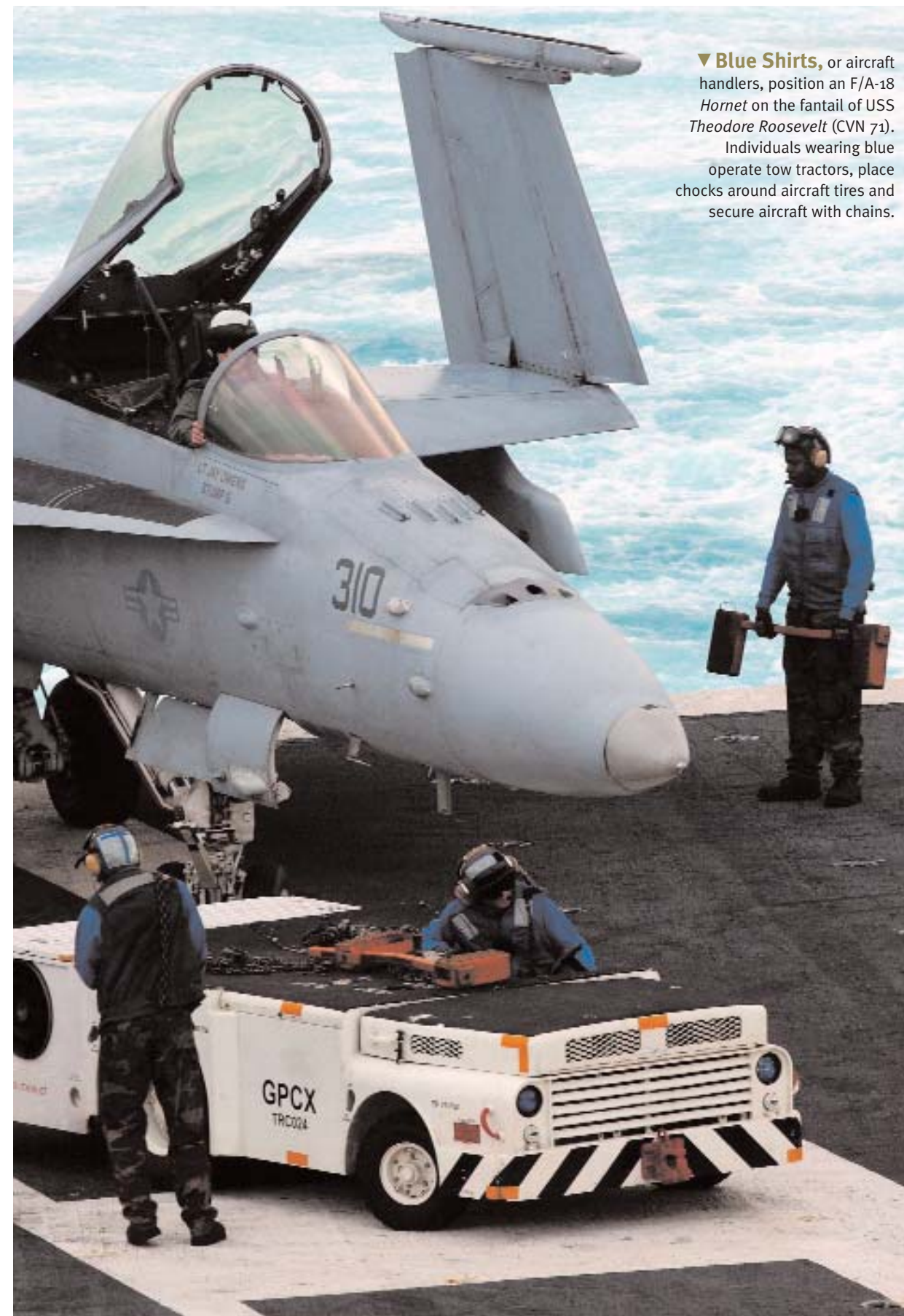
This is a familiar "shock and awe" video that aviation boatswain's mates and undesignated airmen watch dozens of times until respect for what they are about to undertake becomes second nature. Working on the flight deck of an aircraft carrier, where injury or death is only a moment's inattention away. Choreographing this dance with danger are the flight deck's masters of this supercharged environment—the "yellow shirts."

Yellow shirts, or aircraft directors, occupy the most coveted enlisted positions aboard an aircraft carrier. As rulers of the flight deck, yellow shirts have the ultimate



▼ **Although the flight deck** of an aircraft carrier seems to be chaotic, it is actually a well-controlled atmosphere that requires all Sailors to work together in careful unison with one another.

▲ **Yellow shirts** spend their down time away from the flight deck in their Yellow Shirt Locker located behind the island. Located on the starboard side of all aircraft carriers, the island is the control center of the ship and of flight operations.



▼ **Blue Shirts**, or aircraft handlers, position an F/A-18 Hornet on the fantail of USS Theodore Roosevelt (CVN 71). Individuals wearing blue operate tow tractors, place chocks around aircraft tires and secure aircraft with chains.

▼ **ABH3 Rodrigo Saenz** closely monitors ABH1 George Nahim, who is requalifying on the flight deck since recently reporting aboard *USS Theodore Roosevelt* (CVN 71).



responsibility for all aircraft movement on the most dangerous 4-and-a-half acres of flight line in the world. Using hand signals and headset communications, yellow shirts arrange an imposing mix of combat aircraft for fueling, launch, recovery and elevator moves, among other things, day in and day out, around the clock and in all kinds of weather.

“On the flight deck, aircraft directors are accorded the status of officers and everyone must abide by their instruction,” explained Aviation Boatswain’s Mate 1st Class James K. Priest, *USS Theodore Roosevelt* (CVN 71) leading petty officer, V-1 division. “They’re the ones who run the show.”

Yellow shirts create poetry in motion by bringing order to the carefully choreographed

ballet on the carrier flight deck. Success depends on focus and attention to safety.

“One moment of distraction can mean the difference between a successful launch (or recovery) and a crash,” said Priest. “An incorrect placement can wreck a multimillion dollar aircraft. Complacency can kill us when we stop thinking about our jobs and ignore the risk.”

“I’m anxious to go on the flight deck,” said Airman Eric Shriwise, a Sailor recently assigned to Air Department (V-1). “We go through extensive training and are fully aware of the dangers on the deck, such as aircraft constantly moving and the risk of being blown overboard.”

With most of the flight deck crew barely out of high school, the responsibility of



▲ **Chocks and chains** are used to stabilize and secure aircraft to the flight deck.

▼ **AA Jamar Williams** observes flight operations from the carrier’s O-8 level or “Vulture’s Row” during his mandatory three days and nights of pre-qualification prior to being allowed on the flight deck.





running a flight deck is overwhelming for many Sailors. For this reason, Priest explained, it's important that yellow shirt candidates are both skilled and effective. All potential yellow shirts start off as a blue shirt—plane handlers, chock and chain crews or tow tractor operators. Only the most capable blue shirts will be considered for selection to yellow.

"We go through a screening process in

selecting who is capable of becoming a yellow shirt," said Priest. "The Sailor must be a self-motivated, hard-working, natural leader, too. I do my best to recognize these individuals right off, because the process can take months to years, depending on that Sailor."

The first step in even being allowed to work on an operational flight deck is a three-day, three-night observation of flight deck operations from the safe perch of

"vulture's row," located on the O-8 level overlooking the flight deck. From this safe overlook, Sailors become familiarized with the sights and sounds of the flight deck—the constant scream of aircraft engines, and the inescapable smell of jet fuel that fills every breath. More importantly, they become acquainted with the flow of action—the cycle of events, the sequences and the things to watch for.

"It's dangerous out there, and that is exactly what new Sailors must learn if they are going to respect every move they will be asked to perform," Priest said. "It's not a clean job, and stresses will be peaking. The individuals who handle themselves best are the ones who are the best candidates for the yellow shirt."

"It is definitely a shocking experience to be out there for the first time," said Airman



◀ **From dusk 'til dawn.** yellow shirts trained in all aspects of directing along with familiarization of the flight deck. Safety is the most important part of all training evolutions.

Apprentice Kenneth Gibson. "There is so much going on at one time. People run everywhere, planes turn and you can't hear what anyone is saying over the loud aircraft. It's intimidating but I do love the excitement, and just being a part of the whole thing is amazing to me."

Once a new Sailor completes observer time, it's time to complete a Personnel Qualification Standard (PQS). Only specified supervisors may signify completion.

"PQSs are the most important part of the new Sailors' training process," said Priest. "It helps them get familiar with most all aspects of how the flight deck operates, especially safety. Details such as proper wear of personal protective equipment (PPE) is critical to operating safely on the flight deck; so are the signals we use, flight deck markings and aircraft firefighting skills."

Following completion of flight deck quals, the Sailor can now don a full flight deck uniform, which in addition to the blue cotton turtleneck shirt and blue "float coat" inflatable life vest, includes a "cranial" helmet with a big "T" located on the back, signifying trainee status.

Within a matter of weeks—sometimes months depending on the individual Sailor—qualified blue shirts who master the skills of proper plane handling, driving tractors, being safety observers and chock-and-chain crew (and who complete their PQSs) may be given the opportunity to retire their

▲ **Night operations create** even more dangers when working on the flight deck. To prevent loss of night vision, the use of white light is prohibited.

blue jersey for a yellow one marked "UI" for "under instruction." With more training, the UIs are within reach of becoming a full-fledged yellow shirt.

At this level, the "shock and awe" training film becomes a reality.

"The dangers are evident in everything we do on the deck," said Priest. "Being the masters of the deck, we must make sure all evolutions are carefully and safely worked through. Nothing is overlooked, from reassuring that the deck is free of foreign object damage (FOD) to the locations of all personnel on this dangerous workplace, the responsibilities are immense."

Only those individuals possessing the skills and courage necessary will earn the most coveted enlisted position on the flight deck, yellow shirt. But once there the sense of pride and accomplishment equals the awesome responsibility.

"The challenge and chance to feel so important and in charge doesn't come easy but I am up to the task," said Gibson. "It's like nothing I have ever done before or will ever do in my life and one day I can say that I was once master of a flight deck." ■

Fantom is a photojournalist assigned to All Hands.

Website Exclusive

Find more photos online at www.news.navy.mil/media/allhands/flash/ah200506/feature_2/



FIXING THE FLEET

MARMC Sailors Provide
Maintenance for Navy Ships

Story and photos by JO1(SW) Hendrick L. Dickson

BM2 Billy W. Day, uses a band saw to carve a design in a piece of wood. Day works in the Carpenter Shop at Mid-Atlantic Regional Maintenance Center Portsmouth Detachment. MARMC Sailors use their skills to do jobs in the fleet which saves the Navy millions of dollars.



◀ **Sparks fly in “Hull Tech Circle”** at MARMC, where hull technicians like HT3 Jake Faulkner specialize in shipfitting and metal repairs.

▼ **Some jobs look simple** but still involve working in hazardous environments. Here, MR2(SW) Henry P. Nickerson electroplates a metal object by using electrical charges.

Everyone has their favorite auto shop and mechanic when it comes to their personal vehicle. This is the person customers trust to have their best interest—and the interest of their automobile—in mind when he tells them how to keep their car running and offers what he says is “the best deal around.”

The ships in the Mid-Atlantic region do not have to go far to find their favorite mechanics. They place their trust with the Sailors at the Mid-Atlantic Regional Maintenance Center (MARMC), formerly the Shore Intermediate Maintenance Activity (SIMA), in Norfolk. MARMC Sailors provide global support to the fleet, taking on thousands of jobs and saving the Navy millions of dollars in the process.

“We provide technical support, maintenance and repairs for the fleet. It’s almost like providing one-stop shopping for ships,” said Master Chief Machinist’s Mate William D. McVay, Production Department’s leading chief petty officer. “We have the capabilities to fix almost anything involved with the operations of the ship—small jobs and some depot-level repairs.”

Last year, SIMA merged with Fleet Technical Support Center Atlantic, Norfolk; Supervisor of Shipbuilding, Conversion and Repair, Portsmouth, Va.; and Regional Support Group, Norfolk; to streamline Navy ship maintenance organization and operations, making the new MARMC the single point of contact for ship maintenance.

But MARMC is far from a shipyard or

even a typical garage, for that matter. Throughout the Norfolk facility, the familiar sound of metal grinding against metal can be heard as you make your way from the pump shop to the machine shop to the welding shop. In all, there are nearly 200 shops where Sailors specialize in different tasks.

MARMC can do almost any job, from lagging and sandblasting to underwater ships’ husbandry, to machining a bulkhead shaft seal. Last year, the Sailors performed approximately 32,000 jobs for the fleet,

► **With tools in tow**, MM1(SW) Quentin Randolph comes aboard USS *Ponce* (LPD 15) to install a pump. If work can’t come to the facility, MARMC Sailors go to the ships.





▲ **Corrosion Control** is one of several MARMC shops located at the Norfolk Naval Shipyard, Portsmouth, Va. Here, BM3 Stanley Pearson powder coats JP-5 fuel carts for USS *George Washington* (CVN 73).

▼ **With hundreds of jobs** being worked on daily at the Norfolk facility, safety is always emphasized at MARMC. Sailors are reminded of the importance of safety each time they move through the main passageway.



saving the Navy nearly \$40 million in the process.

From the pump shop to the ship fitters shop, the fleet never has to be suspicious about mechanics who may be interested only in padding their pockets. These Sailors' only concern is getting the job done and keeping the fleet ready to go.

"We are here to provide the ships with continuous maintenance," said McVay. "When ships come out of the shipyards, we are here to do jobs for them that might come up during their regular training cycle. We also take care of their immediate and urgent maintenance needs—right now."

Ships preparing for deployment have the most urgent needs. It's during this time that things shift into overdrive around MARMC. Deploying ships have priority over other jobs, and when the urgency increases, so does the unexpected work load.

"Sometimes we work in [night and day] shifts," said Machinery Repairman 1st Class (SW) Chris Scheminant, leading petty officer of Inside Machine Shop/935-K. Shop 935-K machines and manufactures parts and conducts depot-level repairs for the fleet. "We're making parts for the ships 24/7. Whatever the ships need, there is always somebody here to do the job. There's always something that's hot, and when a ship needs to get underway, we do the best we can to make sure the job is done so that the ship can stay on schedule."

"We keep these ships deploying," added Hull Technician 2nd Class (SW) Jeremy Houske, a welder with the Shipfitter's Shop/934-D. "If we don't get our work done, they don't deploy."

Unlike your typical repairmen, not all work takes place within the facility. If the job cannot be brought back to the shops, the Sailors go to the ship to do the work. MARMC's reputation is such that when the crew sees them coming, they know they are coming to fix something. MARMC Sailors feel this is why they are welcomed whenever they step foot on the quarterdeck.

"The ships are very supportive when we come aboard—they are very appreciative," said Houske. "They know when we get there, we're ready to work, and they are there to

► **MARMC Sailors**, (left to right) DC3 Robert Dixon, HT2(SW) Steven Winters, HT2 Travis Hale, HT2(SW) Derrick Sanders and HT2 Michael Jackson take a well-earned lunch break at the MARMC facility.

▼ **HT1(SW) David Sanders** and HT2 Chris Armbruster fit life rails together for the ships.



give us whatever help we need. It's a big team effort."

But MARMC is not just about maintenance work aboard the ships. They also provide maintenance training for Sailors aboard ships. When MARMC Sailors are aboard, they conduct on-the-job training (OJT) for the crew while they fix the equipment. They also train Sailors at their facilities, introducing Sailors to industrial equipment and machinery that might be pertinent to their rating, but may not be available aboard their ship.

"Sailors come here and ask for training, and we never turn anyone away," said Houske. "A lot of the pre-commissioning ships will send their Sailors here TAD (temporary assigned duty) just to get trained. The best maintenance training they'll ever get is at a repair facility."

As the Sailors are very aware, training goes both ways, and for MARMC Sailors, working at MARMC is a chance to better their own careers by gaining experience they won't get during a typical shore duty tour.

"Without our capabilities, a lot of ships would have to pay outside contractors to come in and fix their pumps and their motors, but at the same time, we're performing repairs and gathering valuable OJT," said Electrician's Mate 1st Class (SW/AW) Latonna T. Shelly, lead electrician in the MARMC Pump Shop/935-L. "Being here and working in this shop, I get the experience I need and learn about the type of pumps that are on the CGs, DDGs and carriers; I would not get this if I wasn't at a command like MARMC."

Through all the training and experience they might gain, the bottom line for these Sailors remains getting their job done. The enthusiasm for what they do can be seen when walking through the hallways, relaxing in the break rooms and even while grabbing a bite to eat in the deli and grill located within the facility.

“If you walk around here and talk to these Sailors, you’ll see that they are extremely passionate about their work,” said McVay. “And they enjoy what they do because they know they’re benefiting the overall mission of the Navy, enabling continued operation of the ships.”

The way the Navy does business has changed since the Chief of Naval Operations introduced the Fleet Response Plan to the fleet. Today, MARMC plays an important role in making sure ships are ready to respond. The resources for maintenance are there. Now it’s a matter of letting the fleet know their mechanics are waiting.

“Since the merger, a lot of ships out there don’t know all that MARMC can do for them,” explained McVay. “I’ve spoken with people on the ships and told them some of the jobs our Sailors do, and I’ll get the response, ‘You guys can do that?’ because they don’t know the full capability of MARMC.”

“I’m here every day at 6 a.m., and I invite those people to come here and take a tour of the facility and see what happens on the floor around here. I bet they’ll go back to their ships with a better appreciation for what we do and how we get it done,” concluded McVay.

Try getting that offer from your favorite mechanic. ■

Dickson is a photojournalist assigned to All Hands.

Website Exclusive

Find more photos online at www.news.navy.mil/media/allhands/flash/ah200505/feature_3/



▲ During their ships regular maintenance cycle,

Sailors often go to MARMC to stay proficient in their areas of expertise. Such is the case at the MARMC CWIS Gun Shop, Portsmouth Det. where FC3 Steven Knight receives Gun Technician Enhancement Training.

► MARMC Sailors

are the mechanics for the fleet. They are technical experts in fleet machinery and equipment, including this air conditioner compressor.

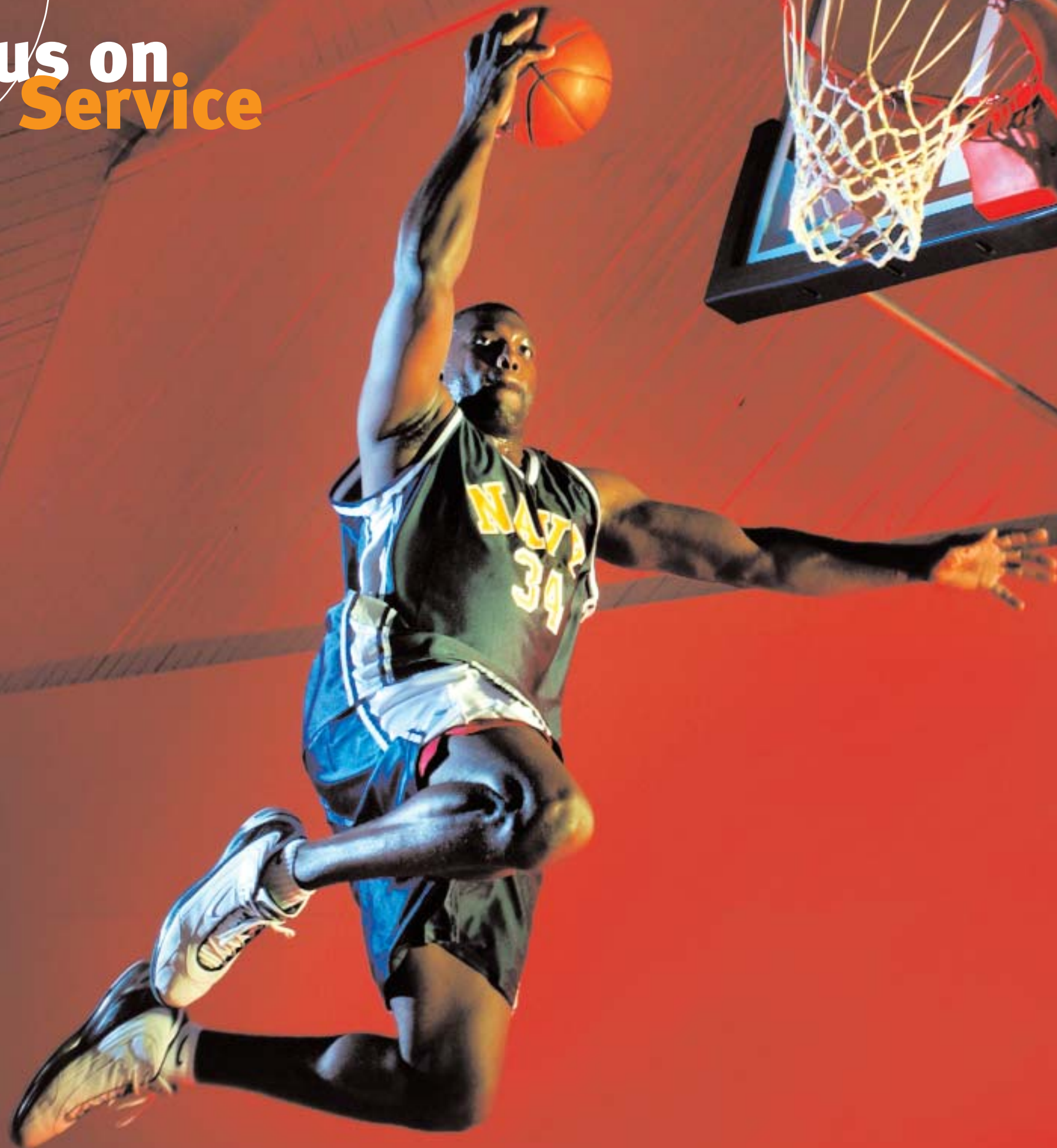


◀ **Keeping the fleet ready** to go is a 24-hour-a-day job. Searching for the source of a problem, EN2(SW) Ben Busano looks inside a air conditioner’s compressor during repairs.

▼ **As the day comes to a close,** BM2 Billy Day and BM2(SW) Jason Eby are finally able to stop the machines and begin to wind down for the day.



Focus on Service



Story and photo by JOC(SW) Robert Benson

NAVY

LITTLE-KNOWN PROGRAMS, LIKE THE ALL-NAVY BASKETBALL TEAM, ABOUND IN THE NAVY

At first light, in his home in Mississippi, Herman Myers would wake, rush outside with his three brothers and play basketball in the backyard all day until sundown. The next day he did it again. And the next, and the next, and the next—all summer long.

Later he played in high school, and for the University of Southern Mississippi. But that wasn't enough. The 6'6" forward, who earned a degree in coaching and sports administration, wanted more.

He went pro, moved to Helsinki, Finland, and played for the European League for four years.

So why did this court sensation join the Navy?

"I wanted to do something different in my life," said Ship's Serviceman 3rd Class Myers, now aboard USS *Germantown* (LSD 42). "I needed a change of pace, and I found it." Aboard *Germantown*, Myers met the assistant coach for the All-Navy Basketball Team, applied for the program and was selected. He's played on the All-Navy team for the past four years.

"The Navy gave me the opportunity to explore sports and basketball," he said. "We work hard in the Navy, and there's a certain strain, but I still had the ability to play ball. My command supported me the whole time I was playing ball."

Myers is transferring to the Reserves, and will move with his son and wife to Madison, Ala., where he will coach and teach at Madison Sparkman High School.

"I've learned a lot of discipline in the Navy, and I'll pass that on to the kids I help in the future." ■

Benson is a photojournalist assigned to the public affairs office, Naval Special Warfare Group 3, San Diego.

The Final Word

Veteran Fathers

Story by PHCS(AW/SW) Joseph E. Dorey

It's a little worn, but it still reads, "Queen of Peace, lead us to victory and safely home." It continues to read, "I am a Catholic, please call a Priest." It is more than 60 years-old now. It's not a "dog tag," but has seen its share of combat. It is a small reminder of my veteran Father.

June gives us a day to honor our fathers, but honestly, most of us honor our dads every day. It could be in the way we treat our siblings. It could be the way we talk to our spouses. It could be the way we approach life, teach our children and ultimately, do the very best we can, because that's the way he did it.

He, for me, is James Dorey. Yeah, no middle name. His family always called him "Jimmy." His "serial number" from the Army is about as secret a number as the combination to Fort Knox—they didn't use Social Security Numbers back then.

Back then was World War II. "The Big One," as the TV character in "All in the Family," Archie Bunker, used to say. In a year that marks the 60th anniversary of the end of World War II, I can't help but try to connect my military experience to my Pop's.

All through my Dad's soldier days, he wore the small religious medal, along with his dog tag, that was given to him by a cousin. It was meant to keep him safe. It worked. He wore it all during his three-year Army service. He put it away as a keepsake, along with his uniform and campaign medals. Then, one day he felt it needed to come "out of retirement." That occasion was my enlistment in the United States Navy.

Pop gave me his medallion, upon my graduation from boot camp, 23 years ago. I guess he thought I could use it. Like I said, it's a little worn, but it still works.

I'm convinced that my 23 years of service pale in comparison to his three years, due to the overall importance and intensity of his combat experience. I'm not sure he would agree with me. Men of his generation were very humble and knew nothing else but to step up and serve this great country of ours.

In December, 1941, my Dad had been out of Manasquan High School for six months. He was working as a car mechanic in Farmingdale, N.J. His father before him had retired from the Fire Department in New York City. Service was something that was not unknown to the family. History tells us about the fateful date

when Pearl Harbor was attacked. My Dad, like so many young men in America, was ready to stand up.

My Dad "joined" the Army in the spring of 1942. He wanted to join the Navy, but they were fussy, and said he was overweight. Having grown up on the Jersey Shore, the ocean was an easy decision to make. But serving America was the ultimate goal, so the Army would have to do.

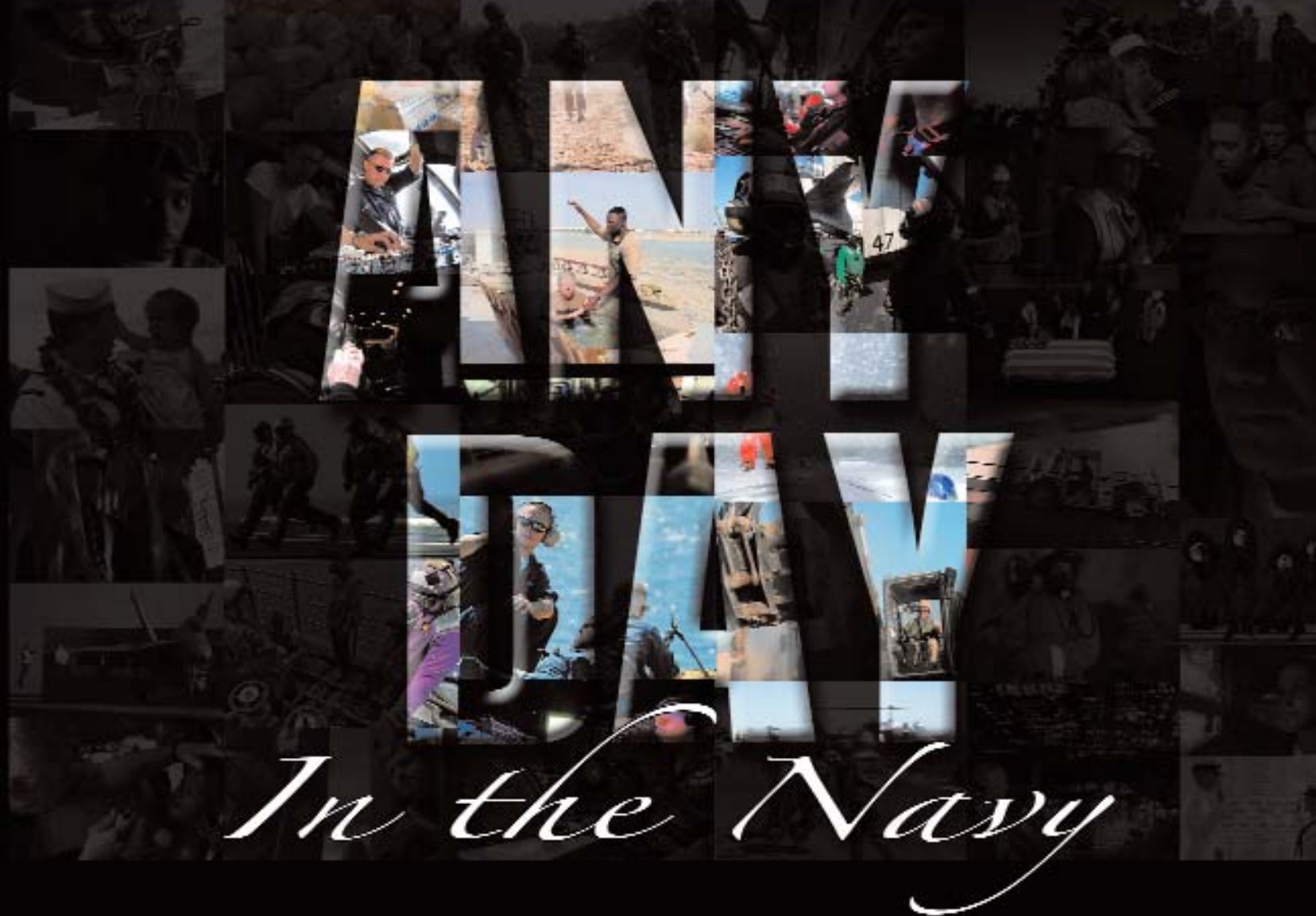
After several months, going into years of training, my Dad's artillery unit, like so many other units was finally called to the plate on "D" Day, June 6, 1944. (Is this why June was selected to honor Fathers?). Dad didn't hit the beach in the first wave at Normandy, France, that day, but in a few weeks, he would. After that, his unit made its way to the front lines in France, Belgium and Germany. He remembers the extreme cold days and nights of the Battle of the Bulge, in Belgium, before the Allied Forces finally ended the war in Europe.

From there his unit waited in Germany to transfer to the Pacific theater, to end the war. His unit never got that call however, due to President Truman's decision to "drop the bomb."

James Dorey didn't receive the Bronze Star or Medal of Honor. He was "just" a soldier. Like millions of others at that time. The newspapers inform us of thousands of World War II vets passing away each day. Whether they are fathers, grandfathers, uncles or brothers, they have left a legacy of service that we as Americans still have today. Through the Korean War, Vietnam War, Persian Gulf War, the current War on Terrorism in Operations *Enduring Freedom* and *Iraqi Freedom* and several other conflicts in between, it has been the pride and example of our veteran fathers that has put that lump in our throats when we stand for the national anthem.

It is the veteran fathers of America who I salute this and every month. These fathers have taught us well. With or without a medallion, they remain close to our hearts. ■

Dorey is the managing editor of All Hands.

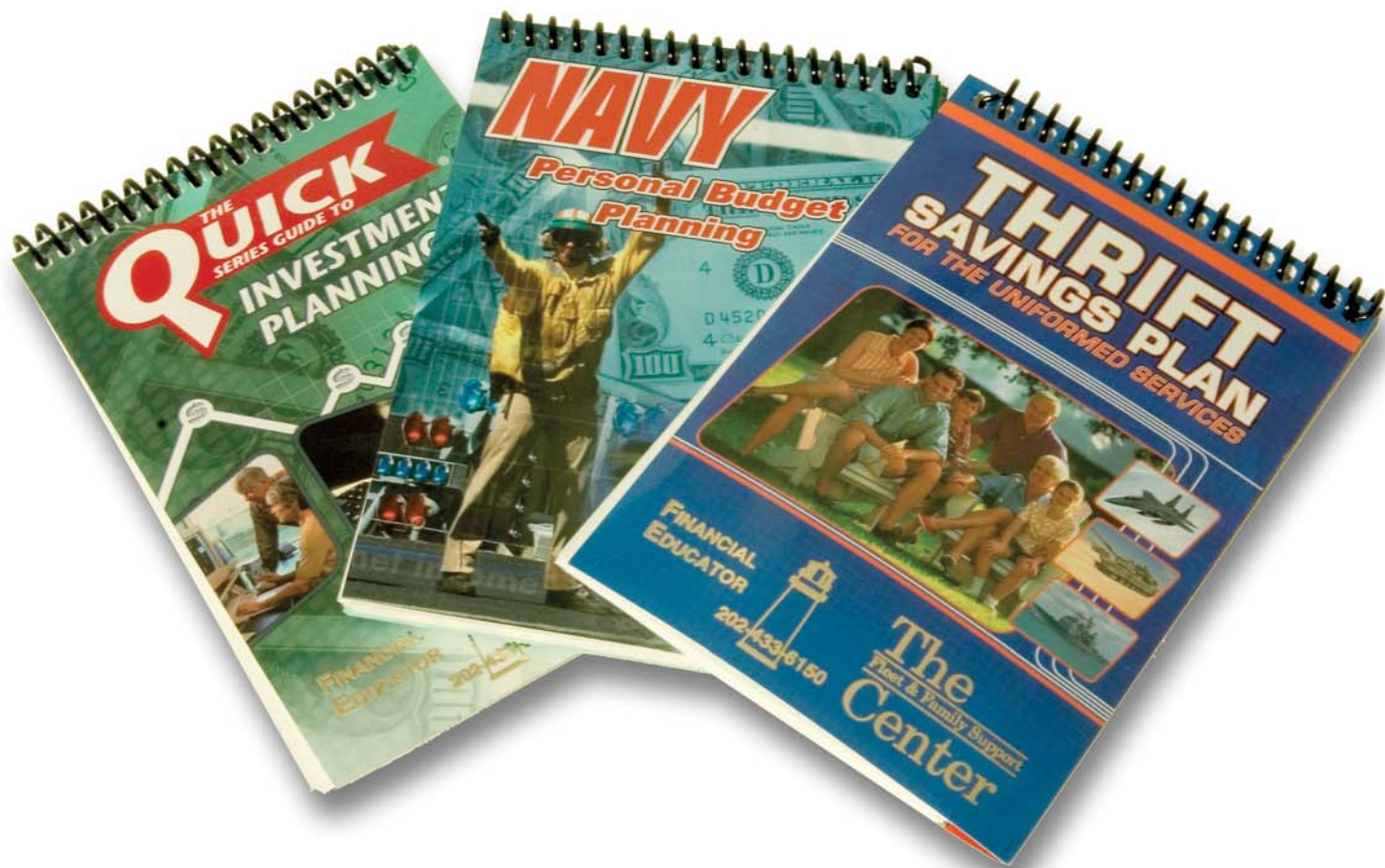


One Month of Shooting Left!

July 1, 2004 – July 1, 2005

All Hands' photo editors are looking for the year's top photos for the October "Any Day in the Navy" issue. Deadline for submission is July 15, 2005. After reading the instructions, send your best shots taken between July 1, 2004, and July 1, 2005, to: anyday@mediacen.navy.mil

For instructions on submissions:
www.mediacen.navy.mil/still/anyday.htm



Your Financial Future Starts in the Present

If you need help with planning your financial future, talk to your command financial specialist or contact The Fleet & Family Support Center.

<http://www.ffsp.navy.mil/>